

THE BRONX AND WESTCHESTER.

Among the many important public improvements making and in prospect in The Bronx none would have a greater beneficial effect than the extension of the New York Subway Company's tracks across the Central Bridge. The connection of the trolley line in Jerome avenue with the Eighth avenue line at Central avenue and the Manhattan elevated at 158th street would open up a new development area in the Bronx which has remained almost completely unimproved because of inadequate transportation facilities. The section through which Jerome avenue runs forms a valley separated on the East and the West from the rest of The Bronx by parallel ridges. The natural outlet of the valley to the Central Bridge, but the absence of transportation facilities has made it function as an effective barrier to traffic between

the valley and Manhattan. The opening of the bridge to the Jerome avenue trolley would be analogous in its influence on the valley to the result which followed from the opening of Brooklyn Bridge to the trolley cars from South Brooklyn. It would immediately break the barrier of a comparatively inexpensive land available for improvement and indefinitely enlarge the area of building activity.

Much of the land in the Jerome avenue section is in large holdings owned by the Astors, the Ogden estate, the Morris estate, Morris K. Jesup, John Claflin, Hugh N. Camp, Hugh J. Grant, and others. The Valley View estate, located on Kingsbridge Heights was bought last May by the C. T. Barnard syndicate for \$600,000. But this is practically the only important tract that has recently passed into the hands of operators with a

view to development. The admission of the Jerome avenue trolley to the Central bridge would throw many of these great tracts of land into the market, and the bridge at Morris Heights, Mount Hope, Kingsbridge and Fordham into the market.

One property that would be benefited is the old Fleetwood Park, the last race in which was held in the fall of 1897. This property is bounded by Webster avenue, the Grand avenue and Concourse, 165th street and 168th. The property is a large tract and comprises a group of twenty-eight flat-houses in process of erection at Clay avenue and 165th street and eleven flat-houses at Webster avenue and 168th street. The larger part of the old park, however, will probably be built up with detached dwellings. The property that crosses the tract are being acquired by the city, and will run from the 168th street through which will run the

outlet sewer for the part lying east of Morris avenue, is vested in the city, so that sewerage can be introduced in the abutting streets, building operations will no doubt become general. The completion of the Melrose avenue trolley, and the extension of the Melrose avenue trolley up Webster street, will still further stimulate building improvements in the neighborhood.

Despite some notable operations there is not much flat house construction going on in the Bronx at the present time, chiefly because of overbuilding in this class of housing on and near the Third avenue elevated below remount, a condition, however, which has been going on during the past year. Because of the difference in the nature of both it is thought that the new Tenement House law will encourage the erection of tenements and the common grade of flats

In The Bronx at the expense of Manhattan, and it is believed that one of the chief seats of activity in flat house construction will be along the line of the elevated from Tremont to Fordham. Up to this time the activity that has developed along the extension has not equalled expectations, as a good deal of the property is being held for improvement with flats. On the other hand, lots within ten minutes' walk of the elevated can be had at \$1,200 to \$1,500, enabling the investor to acquire a fine and two-family houses, and in such localities the development activity may be noted. The development of the section between Tremont and Fordham is expected to enhance greatly the investment value of business property at Tremont, which is the local business centre. The local real estate activity current immediately west of the elevated was advertised to in this column a few

ago in an article discussing the influence of the Rapid Transit road on the Bronx and lower Westchester county. The present intention is merely to take up some scattered localities in the Bronx and Westchester that are being developed along the Bronx River considerable movement of development is developing along the new trolley line in Westchester avenue. The announcement was made some days ago that a tract of about 500 lots on Clason's Point road, owned by the American Mortgage Company, will be offered at auction in September through William C. Cullen, 100 Broadway, New York City. It probably goes for \$400 a lot. The lots on the adjoining Gleason tract have been selling at private contract for \$700 to \$1,000. This neighborhood is probably the most promising from the speculator's point of view east of the Bronx River. Much of the

land is owned by interests which insure its development, the New York and New Jersey Waterways Commission, the Federal Government is committed to an expenditure of \$200,000 for improving the Bronx River, which is expected to become an important local distributing point for building materials, coal, and other bulky freight. Outside the territory tributary to the trolley in Westchester county, the West Farms road runs from the Gleason tract about three miles. There has been a satisfactory amount of building on the Paul estate, which fronts on Pelham Park (the Eastern Boulevard) and the Pelham road and is within a stone's throw of the 500-feet wide Bronx and Pelham Parkway connecting Pelham Park with Crotona park. The Pelham road crosses the New York branch railroad at 129th street and Third avenue carries passengers in fifteen minutes

West Chester or Baychester, the nearest stations. West Chester may also be reached by means of the West Farms trolley cars from 125th street and Third avenue. The Paul Smiths Hotel, the Astor Lodge which is being built at estimated cost of \$300,000 in Westchester county about ten tracks are contributing a large proportion of the current business in suburban real estate north of the city line. One of these tracts is Bonny Brook Park, a small subdivision of the Taylor estate at Depot Square, Mamaroneck. Another is the Hamilton estate at the Mamaroneck depot, on the New York and New Haven road, adjoins Larchmont Manor, Rye Neck and Orienta Park and is on Mamaroneck avenue, along which the Tarrytown and White Plains trolley line runs. The harbor and Sound are within four minutes' walk. The Grand Central station is within five minutes' walk.

Six houses, costing from \$5,000 to \$8,000, are being built on the Fairview tract and fourteen more are to be built at once. The lots range in size, according to price, from 50x100 to 100x100. Fairview is in the city of Yonkers, and directly at Naperthan station on the New York and Putnam division of the Central which starts at 155th street and the Harlem River, where the Sixth and Ninth avenue roads terminate. Persons leaving the Grand Central Station may transfer from the Central road to the Putnam division at the High Bridge or Morris Heights. From the latter station, the Fairview tract is twenty minutes ride and from the Grand Central Station thirty-seven. The commutation rate is about 11 cents to the Grand Central Station, or the same price to the Battery, over the Manhattan Elevated lines.

At Sherman Park on the Harlem line about a dozen houses have been built in the last six months. The park is twenty-eight miles from the Grand Central Station and thirteen miles from the city limits. On account of its high location it has been selected as the home

1214th st, 268, n.s. 105 e 8th av, 20x90.11: Susan-
annah W Toon to Harley Haight, r a 25c,
note \$6,000.
1114th st, 66, s.s. 120 e Madison av, 25x100.10:
Felice Schapira to Jennie Goldstein, r a
75 cs, note \$18,000.
1124 st, 229, s.s. 475 e 8th av, 28x100.11:
Thomas Brady and wife to Johanna Haupt-
mann